(b) The quantum of traffic on this section does not justify taking up of doubling at present.

(c) In view of (b) above, there is no such proposal.

Borgarh-Raipur line

1224. SHRI GANESHWAR KUSUM: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are considering a proposal to construct another railway line between Borgarh and Raipur in South Eastern Railways; and

(b) whether the above proposal is expected to be implemented during the current financial year?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) Survey for augmentation of line capacity for Champa-Drug-Jharsuguda section has been approved. Various alternatives including survey for a new line would be studied. Further action will be considered after the survey is completed.

Ship building yard at Hazira

1225. SHRI SHANKER SINH VAGHELA:

SHRI MUKHTIAR SINGH MALIK:

Will the Minister of TRANSPORT be pleased to state:

(a) whether a proposal regarding setting up a ship building yard at Hazira is pending with the Central Government for clearance; and

(b) whether various technical committees constituted by Government in the past have recommended for such a yard at Hazira and a working group has also found Hazira technically a better site than other places in the country and if so, what are the reasons that this proposal has not been accepted by Government so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) No, Sir.

(b) Taking into account depressed ship building market conditions and severe budgetary constrants, it has not been, possible to provide for investment during the 7th Five Year Plan.

Railway workshop at Gondal

1226. SHRI CHIMANBHAI MEHTA:
SHRI RAMSINGHBHAI PATALIABHAI RATHVA-KOLI:

Will the Minister of TRANSPORT be pleased to state:

(a) what is the turn-over of Gondal workshop of the Western Railway during the last three years, year-wise;

(b) whether it is a fact that the workers in the works shop remain idle for want of regular coach repir work;

(c) if so, what steps Government propose to take in this regard;

(d) whether Government propose to close down the workshop, if so, what are the reasons therefor;

(e) whether some cash incentive schemes have been introduced in Junagadh and Bhavnagar workshops, if so, what are the details thereof; and

(f) whether Gondal workshop is more economical than Bhavnagar and Junagadh workshops?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Gondal workshop of Western Railway undertakes Periodical overhaul (POH)/nominated repairs (NPOH) of coaching stock other than coaches built by Integral Coach Factory. The outturn of the workshop in terms of average monthly outturn during the last three years, was as follows:—

Year	POH	NPOH	Total
1983-84	18·5	1·1	19·6
1984-85	18·1	0·58	18·68
1985-86	14·1	0 16	14·26

(b) No, Sir.

(c) Does not arise.

(d) Repair activities of the Rolling Stock on the Railways are being planned on a rationalised basis with a view to have operational/cost effective viable units. A proposal is under consideration to close down Gondal Workshop, keeping in view the present level of outturn of 14 four wheeler coaching units per month, available staff strength of 228 men and the run down state of the workshop.

(e) Yes, Sir.

A statement giving salient features of the incentive scheme of payment by results is attached. (*See* below)

(f) Gondal workshop is not considered more economical than Bhavnagar workshop, Junagadh workshop undertakes POH work of wagons. It is, therefore, not possible to compare Gondal and Junagadh Workshops.

Statement

SALIENT FEATURE OF INCENTIVE SCHEME IN RAILWAY WORKSHOP

The Incentive Scheme presently in vogue in the Railway Workshops is based on the system of payment by result. The Incentive Scheme covers not only the direct Production Staff but also the staff of service shops such as Millwright shop, Tool Room etc. The staff of Production Control organisation is paid 15 per cent special pay in lieu of incentive bonus.

(2) The amount of incentive bonus earned is calculated with reference to the standard hourly rate.

(3) The ceiling limit on profit earned is fixed at 50 per cent of time taken in respect of each job/operation.

(4) The basic wages of all workers are guaranteed irrespective of their result of incentive bonus, but losses during any particular month are adjustable against the profits of the same month.

(5) Results of incentive working are determined on the basis of total quantity passed on the job cards by the Inspector concerned.

(6) Incentive performance for each job performed by workers is calculated on the basis of the time saved (allowed time minus time taken) multiplied by standard hourly rate. The allowed timings are fixed based on a proper study by rate fixers for each operation/job.

(7) Allowance is made for idle time which may be booked due to various reasons while calculating the incentive performance. However, for idle time booked due to lack of work and lack of tools the Shop Chargeman/Mistry are debited a fixed percentage and necessary educations are made from the profits earned by the Chargeman/Ministry.

(8) While calculating allowed time various allowances like preparatory time, fatigue allowance, contingency allowance etc. are given and capability of earning 33 1/3 per cent of incentive bonus is inbuilt in the allowed time.

Spare diesel engines at Ratlam

1227. SHRI RAMSINGHBHAI PATALIYABHAI RATHVAKOLI:

SHRI CHIMANBHAI MEHTA:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that some Diesel engines are likely to be spared at